

The American Observer

A free, virtuous, and enlightened people must know well the great principles and causes on which their happiness depends.—James Monroe

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The Undertow

By Walter E. Myer

WE all admire a person of marked ability and outstanding achievement, a person who rises above the common level and who carves for himself a position of real leadership. We look upon such a person with envy or admiration, but we are likely not to follow his example. Too frequently we accept the standards of unsuccessful people with whom we happen to be associated. We want to do a little better than the fellow at our elbow does, but not necessarily much better.

A runner is likely not to make the best record of which he is capable unless a competitor is at his heels. A student of great ability may be satisfied with very ordinary work if it is a little better than that done by his dull or unambitious classmates. A student with high ideals may compromise with his conscience if he is in the company of others whose ideals are not so high.

Mediocrity, dullness, lack of vision or strongly propelling purpose: these qualities are unattractive when you look them in the face. But they do attract. We are ordinarily unconscious of their drawing power but it is there. It operates like an ever-present undertow, which pulls many of the stronger and more promising individuals below the surface and prevents their winning the success for which nature fitted them. It also stands in the way of social, civic, and moral progress.

Fortunately, however, there are persons who cannot be held down by the undertow. These are the leaders. There is an individual here and there who does not go along with the herd. He does not let dullards set his standards. He is not content to do a little better than the person at his side if that person is slow or unambitious or insensitive.

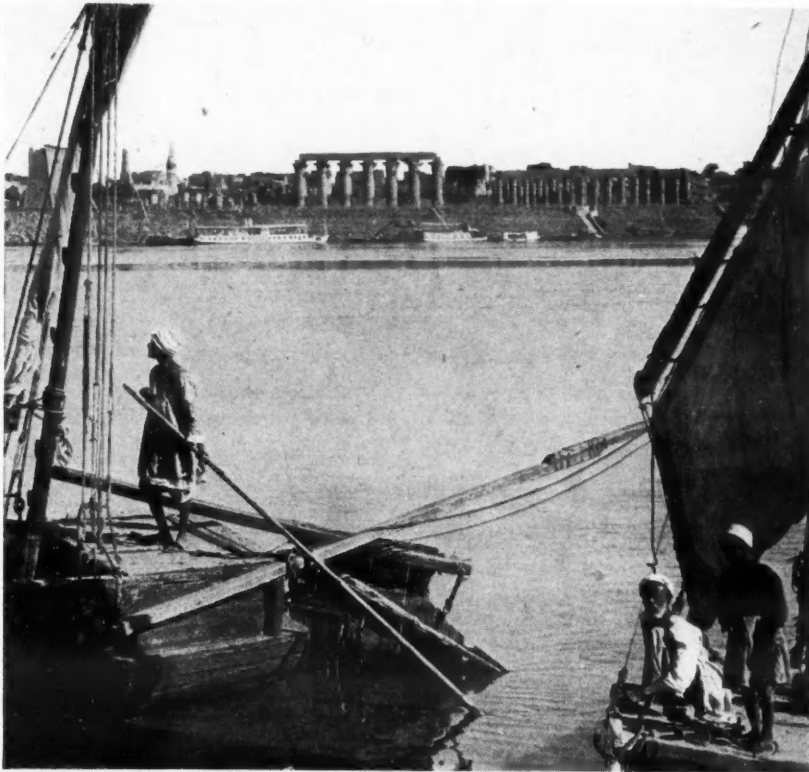


Walter E. Myer

Such an individual decides what he can do, fixes his attention upon distant goals, and bends his energies toward the realization of his purposes. He is satisfied with nothing less than the best he can do. If those about him sink to low levels, he towers the higher above them. If his friends are dishonest in their practices, he still holds rigidly to his standards of honor. The limits of his achievements are fixed, not by sluggish or poorly endowed companions, but by the farthest reaches of his own powers.

These persons are the ones most likely to realize their best possibilities. They are the ones who help to set higher standards. They improve the life of the home. They help the schools to do finer work. They make their communities better. They help to lift business practices to higher planes. They are the real builders of a better civilization.

They do not boast of their superiority but they feel it. They are proud without being haughty; honorable without being self-righteous and priggish. In these young men and women who are pace setters rather than slavish followers lies the best hope of individual happiness, social welfare, and national strength.



Thousands of small sailboats carry freight up and down the Nile River. On the far bank are the ruins of an ancient Egyptian temple.

Harnessing the Nile

Dams Near Equator Will Provide Electric Power for British Territories and Additional Irrigation for Egypt

THE great Nile River, which for thousands of years has played a vital part in northeast African life, will soon be harnessed more thoroughly than ever before. Large dams, to be built near the stream's headwaters, will provide considerable electric power for the British-controlled lands of equatorial Africa, and will improve the flow of irrigation water in Egypt and the Sudan.

One of the longest rivers in the world, the Nile extends from the Equator to the Mediterranean. Upstream it has two great branches. One of these, the Blue Nile, flows from Lake Tana in Ethiopia. The other, known as the White Nile, comes from Lake Victoria, which is surrounded by the British-held territories of Uganda, Kenya, and Tanganyika. In the Anglo-Egyptian Sudan, the Blue and White Niles meet to form a single stream, which flows northward to the Mediterranean.

The final 1,500 miles of the river's course are in the desert of Egypt and northern Sudan. The barrenness of this region is broken only by a few scattered oases and by the narrow strip of irrigated land along the Nile's banks.

It was the "sacred Nile" that enabled men to build a great civilization in Egypt at least 6,000 years ago, and the same river makes possible Egypt's existence as a nation today. That country contains about as much land as do Texas and New Mexico combined, but nearly all of her 19 million people are crowded close to the Nile,

in a strip of land approximately the size of Maryland.

Although Egypt is the first nation whose name comes to our minds when the Nile is mentioned, she is not the only one to whom the great stream is vital. The Anglo-Egyptian Sudan also uses its water for irrigation. To Ethiopia and to Britain's equatorial lands, moreover, the Nile's big upstream branches can be vast sources of hydroelectric power.

British authorities have long desired to build dams near Lake Vic-

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Overseas Travel Is Big Business

Britain Leads in Passenger-Ship Service But U.S.A. Is Ahead in Air Transport

PREPARATIONS are now being made at Newport News, Virginia, for the construction of a "superliner." The ship will be by far the largest ever built in this country. It is expected to cost about 67 million dollars.

When the great passenger liner is launched in 1952, the United States will for the first time have a ship in the same class as the British-owned *Queen Mary* and *Queen Elizabeth*. It is thought that the American "superliner" may be able to set a new transatlantic speed record. The present mark, set by the *Queen Mary* in 1938, is three days, 20 hours, and 42 minutes from New York to England.

The new liner, as yet unnamed, will be operated by the United States Lines, a private shipping company. However, our government will pay about two-thirds of the construction costs. This is in keeping with the government's policy of giving financial aid to private shipping, in order that we may have a strong merchant fleet at all times.

With a planned passenger capacity of about 2,000, the giant U. S. ship will help in satisfying the growing peacetime demand for transportation facilities abroad. During 1949 it is believed that more than a million passengers will cross the Atlantic by ship and by plane. Thousands of others will travel between this country and Latin America. And there will be some traffic in the Pacific area.

Transportation men think that international travel this year will approach the record volume it attained in 1929. In that year ships carried

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Busiest western port of the heavily traveled North Atlantic sea route is New York

Nile River

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toria for the production of water power, but until recently Egypt strongly objected. The Egyptians were afraid that the dams would interfere with the flow of water which they need for irrigation. This spring, however, Britain and Egypt reached an agreement that will permit the construction of two dams in the British-controlled territory of Uganda.

These structures are to be located at Owens Falls, the place where the White Nile flows out of Lake Victoria. A government agency in Uganda is to build and manage the dams, but Egyptian engineers will be given a prominent part in regulating the rate at which water moves through the spillways.

Eventually, perhaps, additional dams will be constructed along the upper reaches of the White Nile and the Blue Nile. If all the dam and reservoir sites along the first 260 miles of the cascading White Nile were utilized, that comparatively short stretch of river could probably generate two-thirds as much electric power as is produced in Britain itself. Meanwhile, the dams to be built at Owens Falls will provide a great deal of current for industries which Britain hopes to develop in the East African territories of Uganda, Kenya, and Tanganyika.

These three lands, which surround Lake Victoria, have a combined area about as large as that of Texas, New Mexico, Arizona, and California. Their population, totaling roughly 14 million, is made up largely of Negroes. According to recent counts, the three territories combined have only about 55,000 residents of European descent.

White Nile Region

In climate and landscape, this region at the head of the White Nile presents wide varieties. There are hot and unhealthy lowlands, high plateaus, deserts, tropical forests, and snow-capped mountains. Kilimanjaro,



A farmer in the Nile Valley plows his field. Oxen have been the beasts of burden in Egypt since ancient times.

highest peak in Africa, is located in Tanganyika. Most people of European descent live in cool highland areas, like that of western Kenya.

These lands of British East Africa contain many of the wild animals for which Africa is famous. Such creatures as zebra and antelope, as well as lions and leopards, are abundant. Many stages of civilization are to be found among the natives. In some regions dwell primitive, pagan tribesmen, while in others the Africans are advanced and well educated.

Kenya, Tanganyika, and Uganda differ from one another in their relationships with Great Britain. Uganda and a portion of Kenya are "protectorates," with considerable independence in the management of their local affairs. The rest of Kenya is a British colony, while Tanganyika is held by Britain under a United Nations trusteeship.

Farming and livestock raising are the principal occupations in this sec-

tion of Africa. Cotton, coffee, sisal, grain, and tobacco are among the crops produced. In Tanganyika, Great Britain is encouraging the raising of peanuts, which furnish edible oils needed in Britain. The project, however, is progressing rather slowly.

Cotton, coffee, hides, skins, gold, and ivory are among the principal items which these equatorial regions send abroad. In return, they purchase such manufactured goods as cloth, machinery, and hardware. The British, who are anxious to increase the prosperity of the East African territories, are looking forward to the development of canneries, textile mills, and other industries which will prepare African products for market. It is for the purpose of operating such plants and factories that the Nile River hydroelectric stations are needed.

It is felt that the growth of industries in these territories will be of great benefit both to the Africans and to people in other sections of the world. Great Britain is hoping that her own trade with Kenya, Tanganyika, and Uganda will greatly increase as the people of those areas become more prosperous than they are today.

Of course, the development of British East Africa will be a long, slow process. Great efforts must be put forth along such lines as the improvement of roads, schools, and health facilities before this region, as a whole, can be regarded as a thriving, advanced land.

From British East Africa the White Nile flows northward into the Anglo-Egyptian Sudan—a region held jointly by Britain and Egypt, and mainly under British control. This big territory, which covers almost a third as much area as do our 48 states combined, has only 7½ million people. The Sudan's southern portion is moist, and, in places, densely forested, while the northern part, like Egypt, is mainly desert.

In the Sudan

As is true of the territories farther south, the Sudan is principally a land of farming and livestock raising. For sale abroad she produces gum arabic (used in the making of adhesives, ink, and other items), cotton, grain, hides, and skins.

Living conditions of native peoples in the region are poor. There are

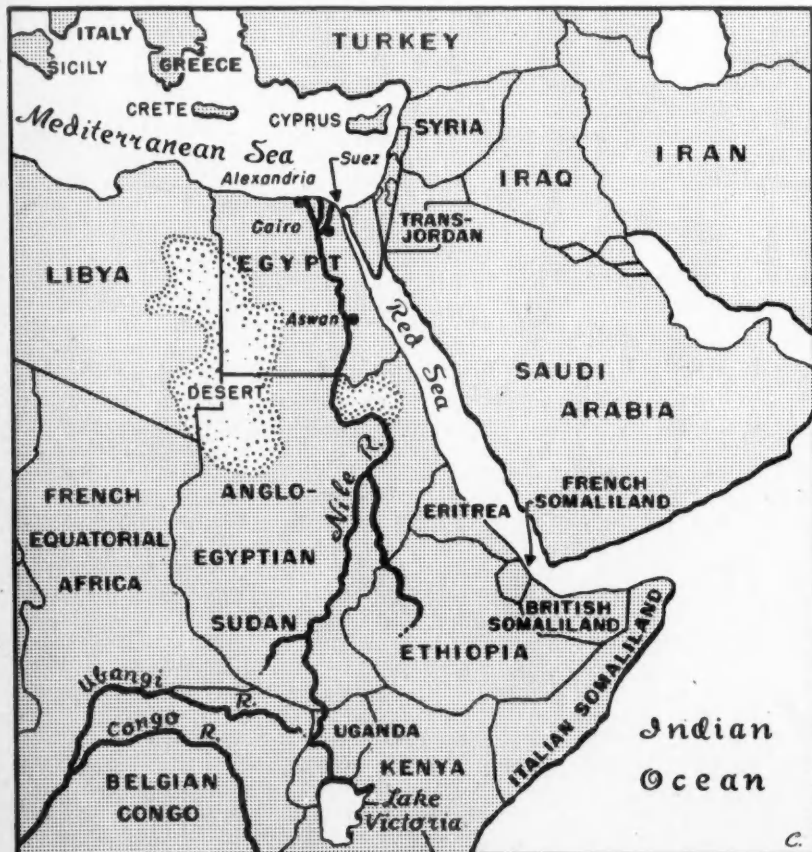
few schools at present, but some improvement in the field of education is being made.

In southern Sudan is a vast swamp-land known as the Sudd. The digging of a channel around this area is under consideration as part of the Nile River development program. As the water of the Nile passes through the Sudd, it spreads out over a broad expanse, and much of it is lost through seepage and evaporation. A channel bypassing the swampy section would enable an increased amount of Nile water to reach downstream areas.

For Egypt and the Anglo-Egyptian Sudan, improvements in irrigation through control of the river's volume will be the most important feature of the Nile development project. At present, the stream's rate of flow is very uneven. Little water is available during some parts of the year, but summer rains in Ethiopia send great floods gushing down the Blue Nile and into Egypt during the late summer and early fall months. These floods cause the famous Nile overflow, which for countless centuries has watered the fields along the river banks.

Farmers depending upon overflow alone for their water supply, however, can raise only one good crop per year. Where fields can be watered all year round, by means of pumps, it is possible to obtain two or even three crops annually. Dams and reservoirs, like the great Aswan Dam in southern Egypt, make possible such "perennial irrigation" by storing water during the flood season and releasing it downstream in dry periods. The projected dams at Lake Victoria, with Egyptian irrigation experts taking part in their operation, will make possible the storage of still more water.

Today, the peasants who are packed together along Egypt's narrow Nile Valley are among the poorest people in the world. Their land produces excellent crops of cotton and grain, but the valley is so crowded that each family has just a tiny plot of ground. On the average, each square mile of farm land has nearly 1,500 inhabitants. By making more irrigated land available, and by furnishing an increased amount of water to some of the soil now under cultivation, the Nile development program may lessen, to some extent, the Egyptian peasants' poverty.



The Nile flows nearly 4,000 miles from Lake Victoria to the Mediterranean Sea

Record Class of '49 Now Faces Life on Its Own

This Year's College Graduates Find Good Positions Less Plentiful

FOR about 350,000 American college graduates, an important chapter has ended, and an even more important one has begun.

These young men and women are members of the Class of '49—the largest graduating class the United States has ever had. In a final whirl of activity this month, they took their exams, attended class days and proms, and marched in caps and gowns to graduation exercises.

Suddenly it was all over. Armed with hard-won diplomas, they went out into the bigger educational institution which commencement speakers refer to as "the world."

What kind of world is it that faces these forty-niners, and what are their chances of getting off to a good start?

To begin with, this group of graduates is the most fortunate on earth. Its members will live and work in a free, democratic nation—one that surpasses all other nations in power and prosperity. At present this country is enjoying a standard of living which is unusually high, even for her. Yet no one believes that the end of America's development is in sight. In the foreseeable future she should remain a land of opportunity.

All this, wonderful as it is, the forty-niners probably take for granted. Those who are looking for work are more concerned with the immediate economic situation. They have already discovered that they are not to be launched on their careers—like the graduates of the past several Junes—with the assistance of a postwar boom.

Business Slower Now

The boom is over. Business is suffering from a setback, and some observers expect the decline to continue through the summer and fall. Already over three million workers are unemployed—800,000 more than a year ago.

True, the slump is not serious at this time, and the number of unemployed is small compared with our record labor force. Nevertheless, the job outlook is less promising today than it has been since World War II began.

In many lines of work there are not enough positions to take care of graduates who have prepared for them. According to a survey made by the Northwestern National Life Insurance Company of Minneapolis, the Class of '49 did not receive nearly so many offers from industry as did the Class of '48. Apparently, however, starting salaries offered were at the same high level—from \$55 to \$60 a week.

But the industrial world is not the only one which shows signs of filling up. Some fields are actually overcrowded. Among them are aviation, journalism, business administration, radio, and the law. Engineers, also, are probably having trouble getting places, for the colleges have been producing them in quantity during recent years. The same thing can be said of pharmacists.

But the picture is not all dark. A number of fields have openings for well-qualified people, and some are seriously handicapped by personnel shortages.

Teachers, for instance, are very

badly needed. The demand is greatest in elementary schools, but secondary school systems, also, will soon have to expand. As the record-breaking number of children born in the 1940's moves upward, class by class, more teachers will be required in every grade.

The medical services need people, too. There are not nearly enough graduates to keep up with the demand for physicians, dentists, and nurses. And we are short of X-ray technicians, dental hygienists, and a score of other specialists.

A third field which could absorb

They will occur as business improves or as workers die, retire, or go elsewhere. So there is always hope that the right job will come along.

Before the summer is over, some of the job-hunters who find themselves in overcrowded fields will undoubtedly switch to other occupations. "In doing so," says Seymour L. Wolfbein, Chief of the Labor Department's Occupational Outlook Service, "they will be working for their own interests as well as those of the public at large."

"For example, a graduate engineer might, with comparatively little further training, shift to the teaching

This attitude, says *Fortune*, need not surprise us. Most members of the Class of '49 were born between 1924 and 1926. Remembering the dark days of the depression and the uncertainties of the war period, these people want careers they can count on. They don't expect to be rich, but they hope to be comfortable and secure.

How do the forty-niners expect to attain their goal? Business leads easily in their choice of careers. It claimed as many male graduates as all other occupations combined.

But except for those who were entering their fathers' businesses, few had any idea of ever being in business for themselves. The only exception to this rule was found in the colleges of the Southwest. The large majority of forty-niners want to be hired by large, well-established companies where there is always opportunity for advancement and little danger of the company's failing.

Lure of Big Business

There may, of course, be other reasons why these men are turning to large concerns. Big companies often provide advanced training courses for their personnel. Many have laboratories and research programs. Some offer attractive homes and elaborate recreational facilities. And it must be remembered that big business goes after the college seniors by sending first printed matter, then talent scouts, and finally offers of jobs. Small business and the professions have no such recruiting drives.

Some people, therefore, will question the correctness of *Fortune's* conclusion that the trend toward jobs in big business proves that "above everything else security has become the great goal" of college men. On the other hand, there can be little doubt that it is at least one of the important factors which they consider in choosing a career.

It is interesting that, as *Fortune* points out, "the advanced degree is more sought after than ever before; this summer and fall, upwards of 35,000 members of '49 will go on to graduate schools—roughly half for degrees other than law, medicine, and dentistry." Government money for the schooling of veterans is partly responsible for this fact, the magazine thinks. Then, too, many students would rather postpone their job-hunting days.

A more important explanation, perhaps, is the growing feeling that an additional degree will pay off in improved chances for getting and holding a good job. "The college man," says *Fortune*, "is beginning to belittle the bachelor's degree. Since 'everybody's going to college now,' he wonders if the B.A. or B.S. of today has any better cash value than the high school diploma of the twenties or thirties." In other words, an extra degree may spell extra security.

Be that as it may, the fact remains that the large majority of forty-niners have turned their backs forever upon halls of learning. Nearly all have decided to enroll now for a lifetime course in that School of Experience where, as someone has said, the college yell is "Ouch!"

—By JOHN TOTTLE.



"Batter Up!"

SHOEMAKER IN THE CHICAGO DAILY NEWS

some college graduates just now is social work. Many people think of it as a sphere of activity belonging exclusively to women, but it offers careers to men, also.

What are the income possibilities in the less-crowded fields? Recent government figures give us some idea of average earnings there: Doctors, \$9,900 a year; dentists, \$7,500; veterinarians, \$2,500 to \$5,000; elementary teachers, \$1,875 to \$2,900; high school teachers, \$2,275 to \$3,600; physical education instructors, \$2,600 to \$4,600; librarians, \$2,500; social workers, \$2,000 to \$2,600; nurses in private practice, \$153 a month.

(For detailed information on salaries, qualifications, and job prospects in the major occupations, see U. S. Department of Labor Bulletin No. 940, *Occupational Outlook Handbook*. This 455-page volume is sold by the Superintendent of Documents, Government Printing Office, Washington 25, D. C., for \$1.75.)

No matter how scarce jobs may be in a particular line of work, it is well to remember that vacancies will occur.

of science where there is urgent need for qualified personnel. Such a shift is all the more important to the trained man and woman because many of the current surpluses are temporary. For the graduates of 1949, the keynote is flexibility and adaptability."

According to the June issue of *Fortune*, this year's male graduates have done some serious thinking about how a job can be kept once it is procured. The article is based on a survey which the magazine made during the spring.

In this survey, *Fortune* sent questionnaires to deans and placement directors of some 60 colleges, which had been selected with an eye to providing a national cross section. The questionnaires were supplemented by personal visits of correspondents to leading colleges in all sections of the United States.

Fortune found that our forty-niners are very different from those who rushed to the gold fields of the West a hundred years ago. Ours are not interested in risky ventures. They want security.

The Story of the Week

Paris Conference

As we go to press, the meeting of the foreign ministers of the United States, Great Britain, Russia, and France is still deadlocked. Thus far, the participants of the conference have not agreed on either a government for all of Germany or a united administration for Berlin. They have also failed to agree on a peace treaty for Austria.

Some observers believe that the Russians will not allow the meeting to end without the settlement of at least some issues. They base this belief on the fact that it was the Soviet Union that proposed the conference in the first place. They say that Russia may be seeking an agreement on increased trade between the Western and Eastern zones of Germany.

Other commentators disagree with this point of view. They fear that the meeting will break up without making any progress whatever. They are of the opinion that the Soviet government asked for the conference to prevent the establishment of the West German Republic and to obstruct the formation of the North Atlantic Security Alliance. According to this reasoning, since Russia has found out that it cannot achieve any of its aims at the meeting, it is no longer interested in making it a success.

Those who hold out no hope for the proceedings at Paris point to the railroad strike that has been taking place in Berlin. They say that if Russia wanted to cooperate with the Allies, it would have settled the strike shortly after it began. As a result of the walkout, trains have stopped running between the Western occupation zones of Germany and Berlin, and the Allies have had to continue the use of the airlift to bring in a good portion of the necessary supplies. Motor and barge traffic may still enter Berlin.

The railroad stoppage began several weeks ago when the Soviet officials who control the trains refused to grant the Germans' demands for the payment of all their wages in Western currency, instead of the currency of the Soviet occupation zone. The officials said they were willing to pay a portion of the workers' wages in Western currency, but not the entire amount.

Unemployment

During the last year, there has been a great increase in unemployment in the United States. In fact, most government officials agree that the number of unemployed at present is the greatest it has been since the war.

Government experts do not agree,



With most of the grain elevators in their state filled to capacity, these farmers, near Vernon, Texas, are storing their wheat in an empty schoolroom.

though, as to how many are without jobs. The Census Bureau says that, during May, there were about $3\frac{1}{4}$ million unemployed. Officials on the staff of the President's Council of Economic Advisers claim that there were, at that time, $4\frac{3}{4}$ million without jobs.

In the opinion of many observers, the exact number of persons who are unemployed is of great importance. It is said that if there are $3\frac{1}{4}$ million out of jobs, the government need not be too concerned about our economy. On the other hand, if the number of unemployed is $4\frac{3}{4}$ million, the government may have to take various steps to keep up purchasing power and maintain production.

In the event the real figure is $4\frac{3}{4}$ million unemployed, the administration may start the construction of a large number of public works. In this way, many persons would be given gainful employment, and they could earn money with which to purchase the products of our farms and factories.

Wheat Harvest

According to government officials, 1,021,000,000 bushels of winter wheat will be harvested this year. If this prediction proves correct, the 1949 crop will be the second biggest in the nation's history. The largest harvest took place in 1947, when 1,068,000,000 bushels of winter wheat were produced.

As a result of the great output of wheat this year, farmers are faced with the problem of where to store their crop until it can be sold. Many grain elevators and storage bins are

still filled with large quantities of wheat left over from last year, and only a few new storage facilities have been built since then.

Congress recently decided to help the farmers obtain additional storage space for their wheat. It passed a bill authorizing the Commodity Credit Corporation to build new grain elevators and to make loans to farmers for constructing storage facilities of their own. It also authorized the CCC, which is a federal agency, to lend a certain amount of money to farmers for wheat that has been lying on the ground because it could not be stored. In return for such a loan, a farmer must promise to erect new storage bins on his land within 90 days.

The main job of the CCC is to buy wheat from farmers when it cannot be sold above a certain price. In this way, farmers are guaranteed a reasonable return on their production.

Observers believe that President Truman has strengthened his position with the farmers because of the adoption of the storage bill. Until the measure was passed, it was felt that the farmers might blame the administration for any losses they sustained.

Radio Editorials

Under a new ruling by the Federal Communications Commission, radio stations may now "editorialize" on the air. That is, they may give their own opinions on controversial issues, in addition to broadcasting the opinions of commentators and public figures.

The FCC ruling has itself created a certain amount of controversy. Some

observers favor the decision to permit "radio editorials," saying that radio stations have as much right as newspapers to express their views on public questions. They argue that it is a violation of the principle of free speech to prevent radio stations from broadcasting such views. It is further argued that it is unfair to permit advertisers and radio commentators to give their viewpoints but to deny the same privilege to station owners.

Those who oppose the FCC's ruling say that radio stations will now wield too much power, because there are only so many frequencies available for radio broadcasting. It is said that the present stations are likely to abuse their new privilege despite a warning made by the FCC in the course of issuing its decision. The warning was that radio stations must still allow time for the presentation of opinions that conflict with those of the station owners.

Some observers express the view that the FCC will probably study the effect of its ruling during the next few months. They say that if radio stations adhere to the new policy and try to give all points of view on their broadcasts, the ruling will continue in effect. If the stations tend to give only one side of controversies, it is felt that the commission may reverse its stand.

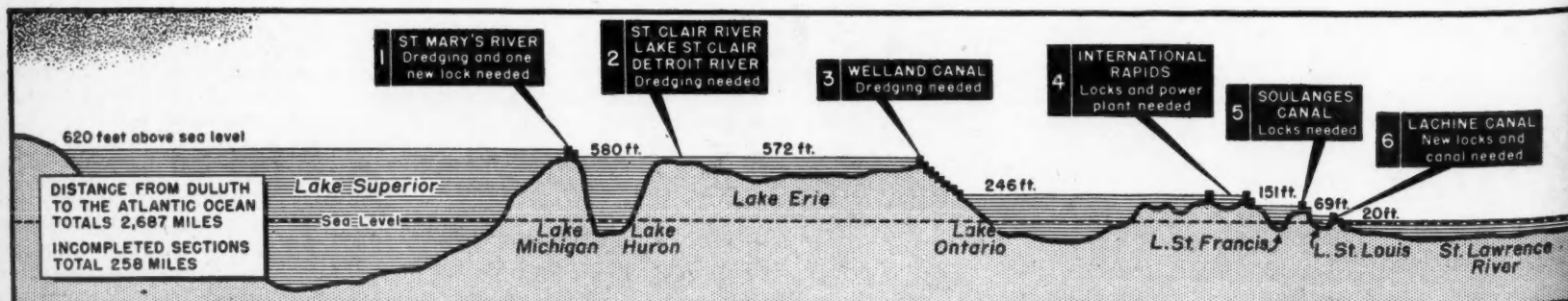
St. Lawrence Project

A proposal to approve the St. Lawrence Seaway and Power Project is once more before Congress, but it is doubtful whether the measure will be acted on at the present session. The bill was submitted to the Senate by Senator Scott W. Lucas, Democrat of Illinois. Nineteen other senators, including both Republicans and Democrats, joined Lucas in sponsoring the measure.

Under the proposed bill, the United States would cooperate with Canada in making the entire length of the St. Lawrence River accessible to ocean-going vessels. Canals between the Great Lakes would be dredged and thus these bodies of water would also be made accessible to large ships. Several hydroelectric plants would be constructed on the river.

Measures similar to the one introduced by Senator Lucas have been submitted to the legislature at previous sessions, but they have always been defeated. One such bill was presented only last year, but it was sent back to committee.

Those who oppose the St. Lawrence Seaway and Power Project argue that it would have a harmful effect on the great ports of the Eastern seaboard. They point out that the products of



The proposed St. Lawrence Seaway project would connect the Atlantic Ocean and the Great Lakes. This diagram shows the work that would have to be carried out.

the middle west are shipped to New York, Boston, Philadelphia, and Baltimore and then transported to foreign lands. Under the proposed measure, these products would be loaded onto ships at ports on the Great Lakes and transported to Europe and elsewhere via the St. Lawrence River.

The seaway's opponents also contend that the project would not be practical. They say that the hydroelectric plants and other structures that would be built on the St. Lawrence would be an easy target in the event of a war. In addition, the river is frozen during the winter months. Thus ships could not use the seaway during the cold season.

Supporters of the St. Lawrence Project say that it would be beneficial to the middle west and that, in the long run, it would also help the east. They argue that if the cities on the St. Lawrence and the Great Lakes were made accessible to ocean-going vessels, the middle west would save many millions of dollars a year on transportation charges. At present, the shipment of industrial and agricultural products from that section is quite costly. They are sent by rail to eastern ports before they can be loaded on vessels bound for foreign markets. Those who favor the project also contend that the middle west would save money on the transportation of raw materials from foreign countries.

Caribbean Commission

The United States and three European powers are making special efforts to improve the standard of living of

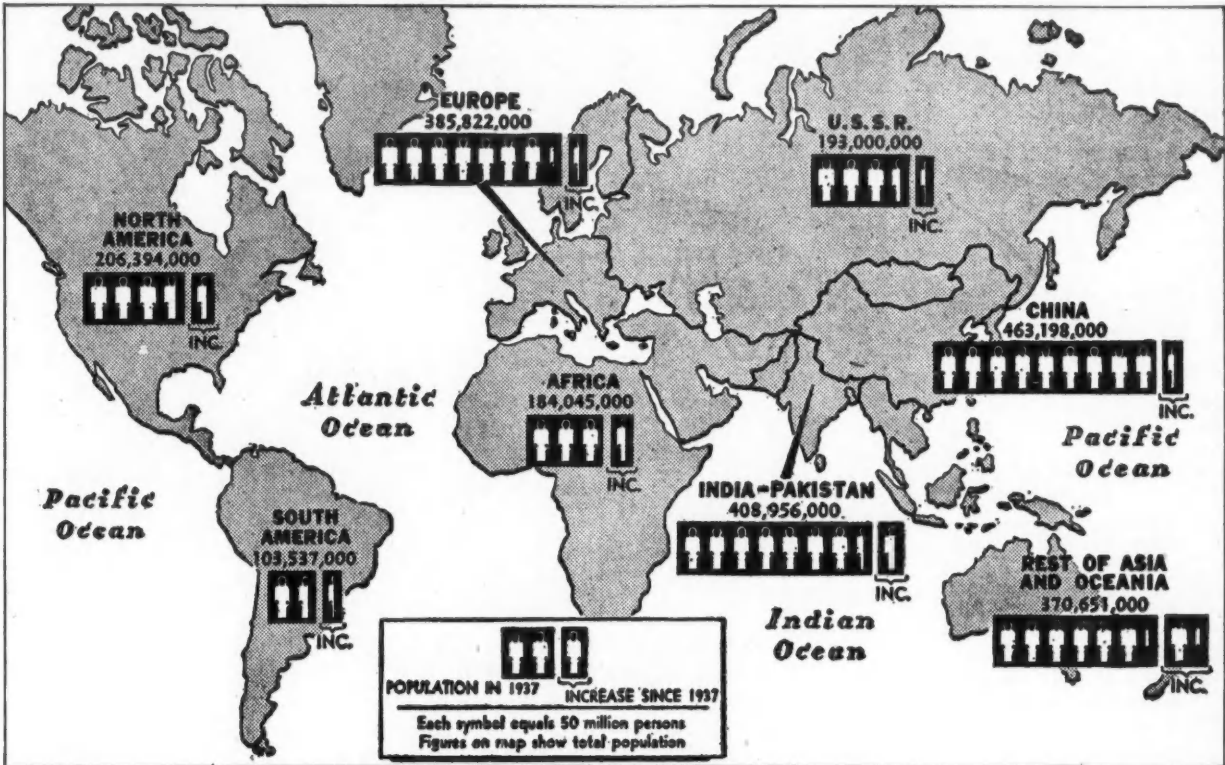


Gordon Gray of North Carolina has been named to fill the post of Secretary of the Army which was recently vacated by Kenneth C. Royall.

the Caribbean area. They are working through a special commission that consists of technical, scientific, and health experts.

Beside the United States, the countries represented on the commission are Great Britain, France, and the Netherlands. The latter three all have colonies in the area. The United States is taking part in the program because the Virgin Islands and Puerto Rico are also located in the Caribbean Sea and carry on trade with the other Caribbean territories.

In the last year or two, the commission has brought about considerable improvement in the area. For instance, it has helped build schools in British Honduras and Trinidad and hydroelectric plants in Jamaica. It has also encouraged the establishment of fishing industries in several



The population of the world has grown greatly since prewar days. From 1937 to 1947 (the last year for which figures are available) there was an increase of about 180 million persons. Asia showed the greatest growth in population, but, during the same years, the number of people in North America increased by about 14 per cent. These figures were gathered by the United Nations Statistical Office.

territories which are located in the Caribbean area.

In addition to these accomplishments, the commission has improved the health of many of the Caribbean peoples and increased their agricultural production. The group has also made efforts to attract a large number of tourists to the area by expanding its hotel and recreational facilities.

New Secretary

The Department of the Army is now headed by Gordon Gray, of North Carolina. Gray succeeds Kenneth C. Royall, who resigned last April.

The new Secretary of the Army was under secretary for a short time before his promotion to his present job. Before that, he was assistant secretary. In the latter position, he was in charge of plans for mobilizing industry in the event of another war.

Gray is 40 years old. He was born in Baltimore, but lived for many years in North Carolina, where he owned two newspapers and a radio station.

Gray attended the University of North Carolina, where he graduated at the top of his class. He studied law at Yale and gained admission to the bar in both New York and North Carolina.

During World War II, the new Secretary volunteered as a private in the Army and rose to the rank of captain. He served for a time on the staff of General Omar Bradley in Europe.

As the article on "Our Military Establishment" in the June 13 issue pointed out, Gray is subordinate to Secretary of Defense Louis Johnson, who determines all major policies of the armed forces. Gray has immediate control over an Army that now numbers 670,000 men.

Coal Stoppage

Unless unforeseen developments occur, the nation's coal miners will return to work today, June 20. They went on strike June 13 in order to reduce the amount of coal above

ground. In this way, their leader, John L. Lewis, hoped to place the mine workers' union in a stronger position in its discussions on a new contract with the coal operators. With less coal available for sale, Lewis believes that the mine owners cannot hold out so long against the miners' demands.

Lewis called last week's stoppage while he was engaged in collective bargaining talks with the Southern Coal Producers Association. Some employers charge that Lewis really plans to extend the strike beyond today. They point out that the miners' annual ten-day vacation begins June 25 and that almost all coal contracts expire June 30. It is contended that the miners may continue their stoppage until new agreements with the employers are signed.

The strike that was called for June 13 is the second walkout by the miners this year. The first took place March 14 and lasted two weeks. Lewis ordered it as a "memorial" for those miners who had been killed in the pits and as a means of preventing the confirmation by the Senate of James Boyd as Director of the Bu-



The signature of Mrs. Georgia Neese Clark, newly appointed Treasurer of the United States, will appear on our paper money in the future.

reau of Mines. Though the Senate had failed to approve Boyd's appointment for several months, it quickly voted to confirm him.

Some observers believe that Lewis' action in calling the most recent stoppage will strengthen the hand of those congressmen who support the Taft-Hartley Labor Act. The latter are arguing that the strike shows that many of the provisions of the act should be retained and that the law should certainly not be repealed.

New Treasurer

The new Treasurer of the United States is a woman—Mrs. Georgia Neese Clark of Richland, Kansas. Mrs. Clark succeeds W. A. Julian, who died recently in an automobile crash.

As U. S. Treasurer, Mrs. Clark will have charge of all the routine "banking" activities of the government. She will supervise the receipt and disbursement of all government money and will oversee its safekeeping. Her name will eventually appear on all paper currency issued by the United States.

Mrs. Clark's job is not to be confused with that of the Secretary of the Treasury, which is considered a more important position in the government. The Secretary of the Treasury is John W. Snyder. It is his job to help determine the financial policy of the administration and to advise Congress and the President on such matters as the amount of taxes that should be collected.

The new Treasurer was born in Richland 49 years ago. After attending Washburn College in Topeka, Kansas, she went on the stage. In 1934, she returned to Richland and became assistant cashier of the local bank. She was made its president in 1938.

Mrs. Clark is one of a handful of women to hold a high position in the government. She has been a leader in the Democratic Party of Kansas for many years.

Travel

(Concluded from page 1)

1,380,000 passengers across the Atlantic, and a large number of travelers also went to the Orient and other parts of the world.

During the depression of the 1930's, international travel declined sharply. By 1938 it had climbed back to about 75 per cent of the 1929 volume, but war broke out in Europe the very next year, and civilian travel to overseas destinations came virtually to a standstill for seven years. Even after the war ended, there was little travel for some time. Liners were still being used as troopships, and many once-popular tourist areas had suffered during the war and were troubled by food and housing shortages. In fact, travel agencies consider 1949 the first "normal" year for international travel since 1938.

These agencies report that interest in overseas travel is now at an all-time high and predict a thriving business during the next few years.

The "North Atlantic run" between ports in the northeastern United States and Western Europe is the most heavily traveled of the international routes. A large travel agency reports that up to 90 per cent of the queries it receives concern trips to Europe. Bookings have to be made many weeks in advance if one is to get ship transportation between the United States and Europe during the summer vacation season.

There is also considerable travel between the United States and Latin America, and travel men expect an increase in the future. They report, however, that there is very little interest now in travel in the Pacific area. Unsettled political conditions in Asia have virtually closed off that continent for tourists and businessmen.

International travel today differs from prewar travel in one important respect: airlines are now giving real competition to ships. Before the war, flights across an ocean were a novelty, but almost overnight they became a routine operation. Airline officials estimate that as many as 20 per cent of the passengers crossing the Atlantic last year went by plane. This year, it is thought, the proportion may be increased.

Air vs. Sea

It is difficult to predict to what extent planes will take passenger trade from ships in the future. Each method of travel has its advantages. It is faster, of course, to go by plane. This method appeals to businessmen and to those who find travel on the water unpleasant.

On the other hand, the cost of traveling by ship is ordinarily considerably



Increasing numbers of travelers depend on giant airliners, such as this Pan American Clipper, to carry them overseas.

less than by plane. For example, it is possible to go from this country to England for as little as \$160 by ship, while the same one-way trip by plane costs about \$350. In addition, those who are traveling for pleasure often enjoy the leisurely life aboard ship.

Passengers Plentiful

Although ships are receiving plenty of competition from planes, this circumstance has not yet caused the shipping companies the distress that might have been expected. The reason for this is that there are fewer passenger ships now than there were before the war. This fact, coupled with the high demand for travel accommodations, has meant that there has been plenty of business for both planes and ships.

The passenger fleets of nearly all nations were cut severely in size as a result of the war. Most of these vessels were converted into troop and cargo carriers. Some were destroyed during World War II, while others became obsolete and were scrapped. As a result, there are only about 30 passenger ships today on the profitable Atlantic run as compared to 77 in 1939. Most of these are foreign ships.

Great Britain is the leading nation today in supplying passenger ship service. It is estimated that the British captured about one-third of the transatlantic trade last year. The *Queen Mary* and the *Queen Elizabeth*, each of which carries at least 2,000 passengers per trip, are far and away the two largest passenger ships on the seas today.

The United States has only two passenger ships on the North Atlantic route at this time. They are the

America and the *Washington*. The *America* is the biggest, fastest, and most luxurious passenger vessel ever constructed in this country, but it is overshadowed in all respects by the two British "Queens." For example, the *America's* gross tonnage is about 26,000 tons while both the *Queen Mary* and *Queen Elizabeth* are more than 80,000 tons in size.

Why are there so few U. S. passenger ships? And why don't we have a "superliner" that can compete with the British luxury liners? The answers to these questions are not simple.

That there are not many U. S. passenger vessels today is due, in part, to the fact that this country was slow in starting to build ships after the war. Great Britain, the Netherlands, and Norway made an early start in post-war building, and they are now well ahead in restoring their passenger fleets.

Many American shippers have been slow to build new vessels because the construction costs of ships in this country are almost twice what they are in most European shipyards. The cost of operating American ships is also much higher. The officers and seamen of the U. S. merchant fleet draw the highest pay of any merchant marine in the world.

High Costs

The high construction and operating costs have caused American ship operators to go slow in their postwar planning and have, more than anything else, made U. S. shippers reluctant in the past to build a great "superliner" to compete for international travel trade.

It is because of the high construc-

tion and operating costs of American ships that our government follows the policy of giving financial help to private operators. Government payments—known as "subsidies"—are intended to put shipping companies in this country on an equal basis with foreign firms which benefit through lower construction and operating expenses. However, shipping officials point out that Congress has been reluctant to finance a major program of ship construction except in wartime. This economizing, it is held, is another reason for the present low strength of the U. S. passenger fleet.

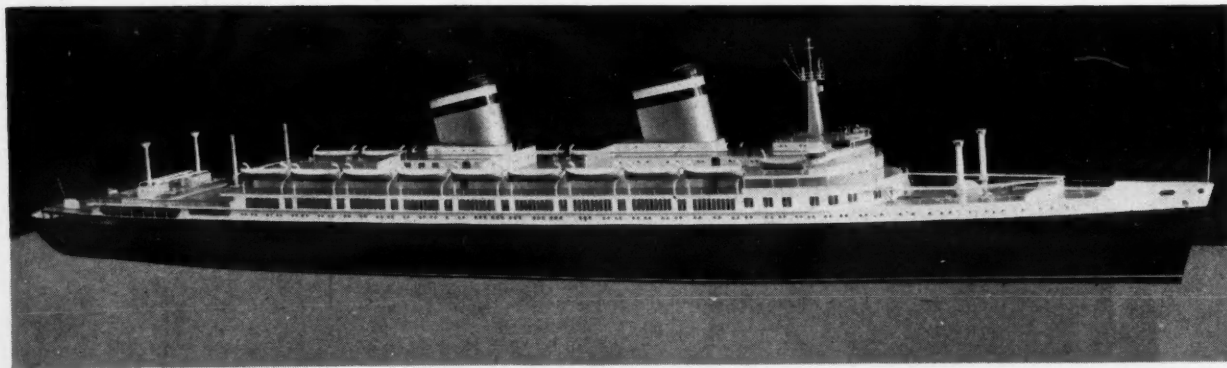
U. S. Role

Whether this country should support the building of "superliners" that can compete with the British luxury vessels has long been a subject of disagreement. If the new "superliner" that will soon be started at Newport News turns out to be a great success, it may be that our government will approve the building of more luxury vessels. On the other hand, if it shows that it cannot compete with the British "Queens," we may curtail our passenger-ship service.

Meanwhile, in international air transportation the United States is more than holding its own. Unlike the shipping business, the air industry saw the U. S. get the jump on other countries in establishing overseas routes after the war.

In 1948 the United States had 175 big planes, representing 13 lines, in service on international routes. France and Great Britain are the principal competitors of this country for international air passenger trade, but they rank far behind us. It is estimated that American lines are flying close to 60 per cent of the world's scheduled air miles.

Like the U. S. shipping companies, our airlines receive subsidies from the government—in the form of payments for mail deliveries. Without these subsidies, most lines would end up badly "in the red." Now that the tremendous postwar expansion of the airlines seems about completed, most of them are settling down to work out the "kinks" that result in high costs. Their success in solving their financial problems will have much to do with the role they play in the international passenger service in the future.



Officials of the U. S. Lines expect to begin construction soon on a new superliner, a model of which is shown here. The giant passenger ship will be 980 feet in length, the largest passenger ship ever built in the United States.

Science News

Untapped oil and mineral deposits now can be found quickly and cheaply by aerial prospecting. Special magnetic instruments carried in a plane record magnetic differences in the ground below and show areas where oil or precious ores may be hidden. Regions difficult to reach can thus be surveyed easily by air. Use of the new method will greatly increase the known mineral resources of whole continents within a short time.

★ ★ ★

The year's first new comet has been discovered by a South African astronomer at Johannesburg. The comet is so faint that it cannot be seen by the naked eye. Although the comet is probably too far south in the sky now to be visible through American telescopes, some think that the body is moving slowly northward.

★ ★ ★

Old Faithful in Yellowstone National Park is still behaving on the same schedule it followed 78 years ago, according to records. The geyser still erupts at regular intervals of about 65 minutes, and throws its column of hot water to nearly the same height as always. There is not the slightest evidence that Old Faithful is slowing down.

★ ★ ★

Phenoplast, a new liquid finish, is an almost indestructible plastic. It is so strong that when applied to surfaces of wood, plaster, or metal, it practically assures complete protection from damage. Phenoplast requires no baking or pressure to be effective. The new chemical may be used by the housewife to protect furniture and walls, and is already being used by boat-builders to cut down warping.

★ ★ ★

A process that turns softwood into hardwood under heat and pressure is being perfected. The combination of tremendous pressure and heat of 325 degrees Fahrenheit causes resin in the wood to flow and to act as a cement. During the process the boards are compressed to about one-third their original thickness. The "hard" softwood is waterproof and does not burn easily. Manufacturers plan to use the new hardwood in making flooring and furniture.



NBC engineers examine one of the two new radomes on the roof of the RCA Building in New York City. This device picks up television micro-waves from temporary field stations so that they can be rebroadcast over the video network.



Tripoli, on the North coast of Libya, has a number of modern apartment buildings

Cirenaica Now Free

Former Italian Colony Proclaims Its Independence, But It Maintains Many Close Ties with Great Britain

ALTHOUGH the future of Italy's former African colonies is supposed to be considered by the United Nations next fall, a portion of Libya has decided to take matters into its own hands. It has recently proclaimed its independence and has taken steps to set up a parliamentary form of government.

The new African nation is called Cirenaica, and it is located in the northeast section of Libya. A majority of Cirenaica's inhabitants are members of the Senussi faith, a sect of the Mohammedan religion. They are led by a Moslem prince named Sayid Idriss, who went into exile years ago because of his opposition to the manner in which Mussolini ruled his people. During World War II, many Senussi helped Great Britain in its fight against Italy and Germany.

Cirenaica has already been recognized by Great Britain, which has occupied the country since 1943. The British say Cirenaica's action will probably have to be approved by the UN, but that they were under an obligation to agree to the formation of a Cirenaican government at the present time. They say that the Senussi are a comparatively advanced people and that they are ready for self-government.

The establishment of a free Cirenaican nation has been bitterly protested by many Arab countries. The latter say that it will now be difficult to set up a united Libya even if such a move were approved by the UN next fall. They further argue that Cirenaica will probably be a puppet of Great Britain, pointing out that the British have been allowed to keep several naval and air bases along the Mediterranean coast.

At its last session at Lake Success, the United Nations General Assembly could not agree on the disposition of Italy's former African colonies. The British offered a proposal for solving the issue, but it was rejected.

Under the British resolution, the three provinces of Libya—Cirenaica, Tripolitania, and Fezzan—would have been administered by, respectively, Great Britain, Italy, and France until 1959. Thereafter, the country would have been set free. Under the same resolution, most of Eritrea would have

been given outright to Ethiopia, and Italian Somaliland would have been administered indefinitely by Italy.

While the population of Cirenaica is 250,000, or less than a quarter of the total population of Libya, the new nation occupies about a third of the entire country. It possesses a good portion of the Libyan coast and its capital, Bengasi, is an important Mediterranean seaport.

The area of Libya is about 675,000 square miles, or approximately 10 times the size of Missouri. Besides Bengasi, Libya has one other important port, Tripoli. Both cities not only handle trade between Libya and the rest of the world, but they also serve as outlets for many products of Central Africa, where traders are hundreds of miles from the sea.



Cirenaica is in northeastern Libya.

The chief agricultural products of Libya are olive oil, dates, fruit, salt, sponges, and tobacco. The few industrial plants in the northern section make textiles, chemicals, and leather goods.

The only section of Libya that is suitable for extensive farming is in the north. In both the central and southern portions of the country, the land is mostly arid and incapable of sustaining agriculture. A large part of the south and southwest is desert. Libya was under Turkish rule from the 16th century to 1911, when it was conquered by Italy. Its total population is a little more than a million, of whom the great majority are Arabs. In Tripoli, there are about 30,000 Jews, who are chiefly merchants and traders.—By DAVID BEILES.

Study Guide

Overseas Travel

1. Why is our government paying about two-thirds of the construction costs of the "superliner" which is to be built at Newport News, Virginia?
2. In what year did international travel attain a record volume?
3. Why do travel agencies think that international travel will be at a high level during the next few years?
4. What is the most heavily traveled of the international routes?
5. In what important respect does international travel today differ from such travel before the war?
6. Why does the United States have comparatively few passenger ships?
7. How does the U.S.A. rank among the nations in supplying international plane service?

Discussion

1. Do you think that the United States should attempt to compete with Britain for the "luxury" passenger trade through the operation of "superliners"? Why, or why not?
2. Do you approve the payment of government subsidies to U.S. shipping companies and airlines? Explain your answer.

The Nile

1. Explain the Nile's special importance to Egypt.
2. Why did it take a long time for Britain and Egypt to reach an agreement on the construction of dams near Lake Victoria?
3. How are Uganda, Kenya, and Tanganyika expected to benefit from the projected dams?
4. Briefly describe these territories as they are today.
5. What is the Sudd? How does it detract from the usefulness of the Nile?
6. How may the dams near Lake Victoria help to lessen the poverty of Egyptian peasants?
7. Give a brief geographical description of the Anglo-Egyptian Sudan.

Miscellaneous

1. Why will this year's college graduates find jobs less plentiful than did the class of 1948?
2. Name some fields in which qualified personnel are still needed.
3. What did the British propose, at the last session of the UN General Assembly, with regard to Italy's former African colonies?
4. Why did John L. Lewis call the most recent coal stoppage?
5. What are the main provisions of the St. Lawrence Seaway and Power Project?
6. Who is Gordon Gray?
7. What is the most important problem facing our wheat farmers this year?
8. What is your opinion of the FCC ruling permitting "editorializing" on the air?
9. What are some of the duties of the Treasurer of the United States?

Pronunciations

- Kilimanjaro—kill'è-mahn-jah'rò
- Tanganyika—tân-gân-yè'kuh
- Uganda—you-gân'duh
- Cirenaica—sigh-rè-nay'kè
- Sayid Idriss—say'id id-riss'
- Bengasi—bén-gah'zee
- Fezzan—fèz-zahn'
- Aswan—ahs-wahn'
- Sudd—süd (as in mud)
- Senussi—sè-noo'see

Weekly Digest of Fact and Opinion

(The opinions quoted or summarized on this page are not necessarily endorsed by THE AMERICAN OBSERVER.)

"Now the Russians Are Fleeing Russia," by Marguerite Higgins. *Saturday Evening Post.*

It is estimated that some 13,000 to 14,000 Russians have fled from the Soviet Union since V-E Day in 1945. Most of them made this hazardous move after war service gave them their first glimpse of life in "capitalist" nations.

There are Red refugees in each of the three Western countries' occupation zones of Germany. Probably no one knows how many are in each, for the Russians who have fled usually avoid contact with occupation officials; they fear being returned to Russia.



CARTOON BY GOLDBERG IN THE KANSAS CITY STAR
Russia maintains a strict watch over its borders, but some manage to escape.

Scientists, engineers, Red Army generals, Communist Party members, and at least one member of NKVD (the Russian secret police) are among the refugees now in Germany who have renounced their homeland.

A number of Americans believe that we should seek out these Russian discontents and make use of them. After screening them for possible spies, we should question them on present-day conditions in the USSR, thereby obtaining information which probably could not be obtained elsewhere. One Red deserter, for example, reported to American officials after making his getaway, and furnished the Army with a list of Germans hired by Russia to spy on Americans in Germany.

"Diamonds That Work." *Changing Times.*

Diamonds work as well as grace rings and other jewelry. And the diamonds which "wear overalls" are vital to American industry. Only diamonds and diamond dust can keep sharp certain precision tools used in a number of manufacturing processes.

Diamonds are plentiful in the earth, but there is a shortage of them on the market. This results from a worldwide monopoly which controls the mining and marketing of 95% of the world supply of diamonds. Called the Diamond Corporation, a group of European men decide how many diamonds shall be taken from the earth and sold each year. In recent years, yield has gone down and prices up.

Many people are alarmed because the corporation will not sell to our businessmen all the diamonds they wish to buy. We are allowed to purchase about 6 million carats of indus-

trial-grade stones this year. Foreseeable demand will increase to 10 million carats within a few years. Yet latest available production figures show that the mines are yielding only 9 3/4 million carats of gem and industrial stones a year. More alarming to some persons is the inability of the United States to build up a stockpile of the 30 million carats of industrial diamonds which some experts believe we should have for emergencies.

What can be done about it? Our government could bring pressure on Britain and Belgium, in whose African territories many large diamond mines lie. Belgium might be particularly singled out, for she owns the rich, high-yielding Congo mines and sells her diamonds to the corporation only. Some people say that we should ask Belgium not to continue her dealings with the corporation, but sell direct to all countries.

If we took such action, the corporation would surely oppose it. And because it is active in European and African politics, the corporation might be able to defeat any such move on our part. So the shortage of industrial diamonds may continue.

"You Can Help America," by Dorothy Thompson. *Ladies' Home Journal.*

Many letters come to me asking, "What can I do to help solve our problems?" Some of the writers, I think, want to know of an organization they might join.

Ours is a highly organized world, and at times I wonder if organization is altogether so important as we think. I believe to be equally important as the things we do, the things we are. Our country is, in the last analysis, the sum total of the people. Not all of us can be great leaders or powerful organizers. But in whatever our circumstances, each person influences many around him—family, friends, co-workers.

The person who has had the most lasting influence on my life is my father. Not "successful," as the world defines that word, he had a humanity, patience, quiet intolerance of evil, and love of truth which moved people and is remembered a genera-

tion after his death by those who knew him. I don't remember his arguing. He just set his own standards, but somehow they were contagious. He changed the moral atmosphere around him and always for the better.

Patriotism to him was such simple, homely things as thinking of others, not making his personal interests the standards for judging public officials, doing each day's work as well as possible, not being discouraged for discouragement is a disease which spreads quickly, countering evil with positive steps for good.

While I think my father was an unusual man, I also think that there are men and women like him all over the country. These are some of the people who are doing something to help America. By performing their day-by-day jobs, radiating warmth, confidence, belief, trust, decency, and courage, they are making the human climate of America—an important work.

"Washington's Whispered News," by James E. Warner. *This Week.*

Reporters can—and do—get "news leaks" from nearly every quarter of the nation's capital. A leak is some information which has been secret or unknown that is given to a newspaperman for a special purpose.

Minor officials and top-level civil servants, admirals and generals, lobbyists and politicians may furnish the tips. They may be passed along on the phone, by mail, in offices, or at the numerous Washington parties. Leaks may be made because of an official's personal friendship with a reporter, because of an official's desire to increase his own importance, or because of rivalry, ambition, or hatred.

It was a leak which likely saved the life of the Marine Corps. Just before the unification bill was to go before Congress, Leatherneck lawyers discovered a provision which would have permitted the Army to absorb the Corps. Newsmen were tipped off, and soon reports were appearing in the press and being heard on the air. Congressmen began to speak of the "threat" to the Marine Corps. When the bill was passed, it contained a clause insuring the life of the Corps and keeping it under the Navy.



THIS WEEK MAGAZINE
News leaks often come from disgruntled politicians and ambitious public officials.

News leaked from the Hoover Commission recently that the group would recommend the transfer of many functions of the Army Corp of Engineers to the Interior Department. Engineers and businessmen who had contracts with COE began to protest to Congress. So much objection was raised that it is safe to assume that the Engineers' duties will not be materially changed.

Leaks have never gotten us into war, but they have increased international tensions. References to Air Forces' map showing 70 Russian targets to be destroyed in case of war stepped up the cold war's temperature.

At times leaks are made in order to obtain public reaction to a certain proposal. If sentiments are against it, the facts, never officially presented, can be denied.

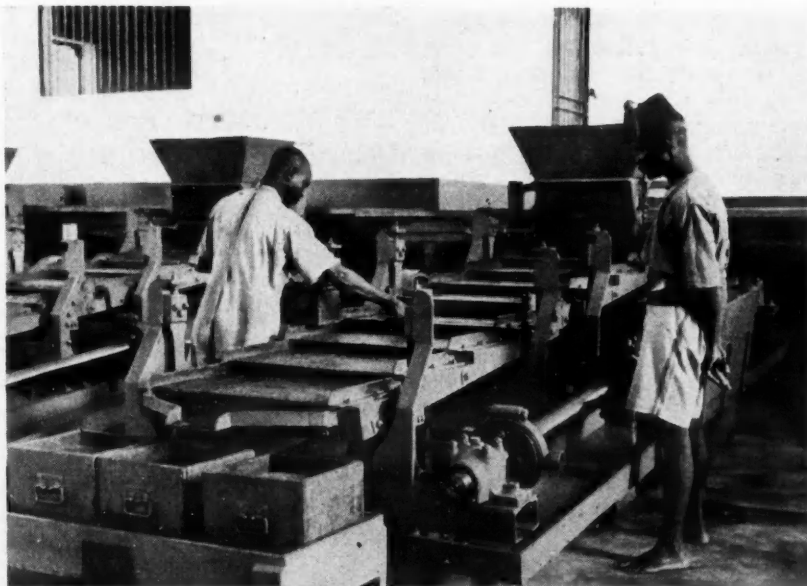
"A Duty to Guam and Samoa" Editorial in Honolulu (Hawaii) Star Bulletin.

Guam and Samoa, American possessions for half a century, have been governed all these years by the U.S. Navy. Within a year, however, administration of these Pacific islands will be transferred from the fleet to the Interior Department.

While civilian rule may be more acceptable than military control to the people of the islands, it will probably have disappointing elements to the Guamanians in particular. They have been seeking for some time an increasing degree of self-government.

Meanwhile, every possible effort should be taken to make the complete transfer of authority smooth. The Interior Department should send specialists to the islands now to study the people, their problems, their aspirations, and the work of the Navy men there. It would also be a good idea to bring outstanding Guamanians to the United States to confer with government officials on the change of administration.

The legislature of Guam has put \$10,000 to send two men to Washington for these purposes. The United States should augment these funds so that more Guamanians could participate. The American people are spending billions of dollars on aid to the islands, and providing thousands of workers to administer the aid. The United States can do is to show some concern to the welfare of the people of these islands.



Many industrial diamonds come from the Gold Coast of Africa. Here two native workers separate diamonds from the clay and gravel in which they are found.